

## PART 87—CONTROL OF AIR POLLUTION FROM AIRCRAFT AND AIRCRAFT ENGINES

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AUTHORITY: Secs. 231, 301(a), Clean Air Act, as amended (42 U.S.C. 7571, 7601(a)), unless otherwise noted.

SOURCE: 47 FR 58470, Dec. 30, 1982, unless otherwise noted.

### Subpart A—General Provisions

#### § 87.1 Definitions.

(a) As used in this part, all terms not defined herein shall have the meaning given them in the Act:

*Act* means the Clean Air Act, as amended (42 U.S.C. 7401 *et seq.*).

*Administrator* means the Administrator of the Environmental Protection Agency and any other officer or employee of the Environmental Protection Agency to whom authority involved may be delegated.

*Aircraft* means any airplane for which a U.S. standard airworthiness certificate or equivalent foreign airworthiness certificate is issued.

*Aircraft engine* means a propulsion engine which is installed in or which is manufactured for installation in an aircraft.

*Aircraft gas turbine engine* means a turboprop, turbofan, or turbojet aircraft engine.

*Class TP* means all aircraft turboprop engines.

*Class TF* means all turbofan or turbojet aircraft engines or aircraft engines designed for applications that otherwise would have been fulfilled by turbojet and turbofan engines except engines of class T3, T8, and TSS.

*Class T3* means all aircraft gas turbine engines of the JT3D model family.

*Class T8* means all aircraft gas turbine engines of the JT8D model family.

*Class TSS* means all aircraft gas turbine engines employed for propulsion of aircraft designed to operate at supersonic flight speeds.

*Commercial aircraft engine* means any aircraft engine used or intended for use by an “air carrier,” (including those engaged in “intrastate air transportation”) or a “commercial operator” (including those engaged in “intrastate air transportation”) as these terms are defined in the Federal Aviation Act and the Federal Aviation Regulations.

*Commercial aircraft gas turbine engine* means a turboprop, turbofan, or turbojet commercial aircraft engine.

*Emission measurement system* means all of the equipment necessary to transport and measure the level of emissions. This includes the sample system and the instrumentation system.

*Engine Model* means all commercial aircraft turbine engines which are of the same general series, displacement, and design characteristics and are usually approved under the same type certificate.

*Exhaust emissions* means substances emitted to the atmosphere from the exhaust discharge nozzle of an aircraft or aircraft engine.

*Fuel venting emissions* means raw fuel, exclusive of hydrocarbons in the exhaust emissions, dis-

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charged from aircraft gas turbine engines during all normal ground and flight operations.

*In-use aircraft gas turbine engine* means an aircraft gas turbine engine which is in service.

*New aircraft turbine engine* means an aircraft gas turbine engine which has never been in service.

*Power setting* means the power or thrust output of an engine in terms of kilonewtons thrust for turbojet and turbofan engines and shaft power in terms of kilowatts for turboprop engines.

*Rated output (rO)* means the maximum power/thrust available for takeoff at standard day conditions as approved for the engine by the Federal Aviation Administration, including reheat contribution where applicable, but excluding any contribution due to water injection.

*Rated pressure ratio (rPR)* means the ratio between the combustor inlet pressure and the engine inlet pressure achieved by an engine operating at rated output.

*Sample system* means the system which provides for the transportation of the gaseous emission sample from the sample probe to the inlet of the instrumentation system.

*Secretary* means the Secretary of Transportation and any other officer or employee of the Department of Transportation to whom the authority involved may be delegated.

*Shaft power* means only the measured shaft power output of a turboprop engine.

*Smoke* means the matter in exhaust emissions which obscures the transmission of light.

*Smoke number (SN)* means the dimensionless term quantifying smoke emissions.

*Standard day conditions* means standard ambient conditions as described in the United States Standard Atmosphere, 1976, (i.e., Temperature =15°C, specific humidity =0.00 kg/ H<sub>2</sub>O/kg dry air, and pressure =101325 Pa.)

*Taxi/idle (in)* means those aircraft operations involving taxi and idle between the time of landing roll-out and final shutdown of all propulsion engines.

*Taxi/idle (out)* means those aircraft operations involving taxi and idle between the time of initial starting of the propulsion engine(s) used for the taxi and turn on to duty runway.

[47 FR 58470, Dec. 30, 1982, as amended at 49 FR 31875, Aug. 9, 1984; 62 FR 25365, May 8, 1997]

EFFECTIVE DATE NOTE: At 62 FR 25365, May 8, 1997, in § 87.1, paragraph (a) was amended by revising the definition *Class TF*, effective July 7, 1997. For the convenience of the user, the superseded text is set forth as follows:

### § 87.1 Definitions.

(a) \* \* \*

*Class TF* means all turbofan or turbojet aircraft engines except engines of Class T3, T8, and TSS.

\* \* \* \* \*

### § 87.2 Abbreviations.

The abbreviations used in this part have the following meanings in both upper and lower case:

CO Carbon Monoxide.

FAA Federal Aviation Administration, Department of Transportation.

HC Hydrocarbon(s).

hr. Hour(s).

LTO Landing takeoff

min. Minute(s).

NO<sub>x</sub> Oxides of nitrogen.

rO Rated output.

rPR Rated pressure ratio.

sec. Seconds.

SP Shaft power.

SN Smoke number.

T Temperature, degrees Kelvin.

TIM Time in mode.

W Watt(s).

° Degree.

% Percent.

[47 FR 58470, Dec. 30, 1982, as amended at 49 FR 31875, Aug. 9, 1984; 62 FR 25365, May 8, 1997]

EFFECTIVE DATE NOTE: At 62 FR 25365, May 8, 1997, § 87.2 was amended by adding the abbreviations “CO” and “NO<sub>x</sub>”, effective July 7, 1997.

### § 87.3 General requirements.

(a) This part provides for the approval or acceptance by the Administrator or the Secretary of testing and sampling methods, analytical, techniques, and related equipment not identical to those specified in this part. Before either approves or accepts any such alternate, equivalent, or otherwise nonidentical procedures or equipment, the Administrator or the Secretary shall consult with the other in determining whether or not the action requires rulemaking under sections 231 and 232 of the Clean Air Act, as amended, consistent with the Administrator’s and the Secretary’s responsibilities under sections 231 and 232 of the Act. (42 U.S.C. 7571, 7572).

(b) Under section 232 of the Act, the Secretary issues regulations to insure compliance with this part.

(c) With respect to aircraft of foreign registry, these regulations shall apply in a manner consistent with any obligation assumed by the United States in any treaty, convention or agreement between the United States and any foreign country or foreign countries.

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### § 87.4 [Reserved]

### § 87.5 Special test procedures.

The Administrator or the Secretary may, upon written application by a manufacturer or operator of aircraft or aircraft engines, approve test procedures for any aircraft or aircraft engine that is not susceptible to satisfactory testing by the procedures set forth herein. Prior to taking action on any such application, the Administrator or the Secretary shall consult with the other.

### § 87.6 Aircraft safety.

The provisions of this part will be revised if at any time the Secretary determines that an emission standard cannot be met within the specified time without creating a safety hazard.

### § 87.7 Exemptions.

(a) *Exemptions based on flights for short durations at infrequent intervals.* The emission standards of this part do not apply to engines which power aircraft operated in the United States for short durations at infrequent intervals. Such operations are limited to:

(1) Flights of an aircraft for the purpose of export to a foreign country, including any flights essential to demonstrate the integrity of an aircraft prior to its flight to a point outside the United States.

(2) Flights to a base where repairs, alterations or maintenance are to be performed, or to a point of storage, and flights for the purpose of returning an aircraft to service.

(3) Official visits by representatives of foreign governments.

(4) Other flights the Secretary determines, after consultation with the Administrator, to be for short durations at infrequent intervals. A request for such a determination shall be made before the flight takes place.

(b) *Exemptions for very low production models.* The emissions standards of this part do not apply to engines of very low total production after the date of applicability. For the purpose of this part, "very low production" is limited to a maximum total production for United States civil aviation applications of no more than 200 units covered by the same type certificate after January 1, 1984.

(1) A maximum annual production rate after January 1, 1984 of 20 units covered by the same type certificate; and

(2) A maximum total production after January 1, 1984 of 200 units covered by the same type certificate.

(c) *Exemptions for New Engines in Other Categories.* The emissions standards of this part do not apply to engines for which the Secretary determines, with the concurrence of the Administrator,

that application of any standard under § 87.21 is not justified, based upon consideration of:

(1) Adverse economic impact on the manufacturer.

(2) Adverse economic impact on the aircraft and airline industries at large.

(3) Equity in administering the standards among all economically competing parties.

(4) Public health and welfare effects.

(5) Other factors which the Secretary, after consultation with the Administrator, may deem relevant to the case in question.

(d) *Time Limited Exemptions for In Use Engines.* The emissions standards of this part do not apply to aircraft or aircraft engines for time periods which the Secretary determines, with the concurrence of the Administrator, that any applicable standard under § 87.11(a), § 87.31(a), or § 87.31(c), should not be applied based upon consideration of the following:

(1) Documentation demonstrating that all good faith efforts to achieve compliance with such standard have been made.

(2) Documentation demonstrating that the inability to comply with such standard is due to circumstances beyond the control of the owner or operator of the aircraft.

(3) A plan in which the owner or operator of the aircraft shows that he will achieve compliance in the shortest time which is feasible.

(4) Applications for a determination that any requirements of § 87.11(a), § 87.31(a) or § 87.31(c) do not apply shall be submitted in duplicate to the Secretary in accordance with procedures established by the Secretary.

(e) The Secretary shall publish in the FEDERAL REGISTER the name of the organization to whom exemptions are granted and the period of such exemptions.

(f) No state or political subdivision thereof may attempt to enforce a standard respecting emissions from an aircraft or engine if such aircraft or engine has been exempted from such standard under this part.

[47 FR 58470, Dec. 30, 1982, as amended at 49 FR 31875, Aug. 9, 1984; 49 FR 41002, Oct. 18, 1984]

## Subpart B—Engine Fuel Venting Emissions (New and In-Use Aircraft Gas Turbine Engines)

### § 87.10 Applicability.

(a) The provisions of this subpart are applicable to all new aircraft gas turbines of classes T3, T8, TSS and TF equal to or greater than 36 kilonewton rated output, manufactured on or after January 1, 1974, and to all in-use aircraft gas turbine engines of classes T3, T8, TSS and TF equal

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to or greater than 36 kilonewton rated output manufactured after February 1, 1974.

(b) The provisions of this subpart are also applicable to all new aircraft gas turbines of class TF less than 36 kilonewton rated output and class TP manufactured on or after January 1, 1975 and to all in-use aircraft gas turbines of class TF less than 36 kilonewton rated output and class TP manufactured after January 1, 1975.

[49 FR 41002, Oct. 18, 1984]

### § 87.11 Standard for fuel venting emissions.

(a) No fuel venting emissions shall be discharged into the atmosphere from any new or in-use aircraft gas turbine engine subject to the subpart. This paragraph is directed at the elimination of intentional discharge to the atmosphere of fuel drained from fuel nozzle manifolds after engines are shut down and does not apply to normal fuel seepage from shaft seals, joints, and fittings.

(b) Conformity with the standard set forth in paragraph (a) of this section shall be determined by inspection of the method designed to eliminate these emissions.

## Subpart C—Exhaust Emissions (New Aircraft Gas Turbine Engines)

### § 87.20 Applicability.

The provisions of this subpart are applicable to all aircraft gas turbine engines of the classes specified beginning on the dates specified.

### § 87.21 Standards for exhaust emissions.

(a) Exhaust emissions of smoke from each new aircraft gas turbine engine of class T8 manufactured on or after February 1, 1974, shall not exceed: Smoke number of 30.

(b) Exhaust emissions of smoke from each new aircraft gas turbine engine of class TF and of rated output of 129 kilonewtons thrust or greater, manufactured on or after January 1, 1976, shall not exceed:

$SN=83.6(ro)^{-0.274}$  (ro is in kilonewtons).

(c) Exhaust emission of smoke from each new aircraft gas turbine engine of class T3 manufactured on or after January 1, 1978, shall not exceed: Smoke number of 25.

(d) Gaseous exhaust emissions from each new commercial aircraft gas turbine engine shall not exceed:

(1) Classes TF, T3, T8 engines greater than 26.7 kilonewtons rated output:

(i) Engines manufactured on or after January 1, 1984:

Hydrocarbons: 19.6 grams/kilonewton rO.

(ii) Engines manufactured on or after July 7, 1997.

Carbon Monoxide: 118 grams/kilonewton rO.

(iii) Engines of a type or model of which the date of manufacture of the first individual production model was on or before December 31, 1995 and for which the date of manufacture of the individual engine was on or before December 31, 1999.

Oxides of Nitrogen:  $(40 + 2(rPR))$  grams/kilonewtons rO.

(iv) Engines of a type or model of which the date of manufacture of the first individual production model was after December 31, 1995 or for which the date of manufacture of the individual engine was after December 31, 1999:

Oxides of Nitrogen:  $(32 + 1.6(rPR))$  grams/kilonewtons rO.

(v) The emission standards prescribed in paragraphs (d)(1) (iii) and (iv) of this section apply as prescribed beginning July 7, 1997.

(2) Class TSS: Engines manufactured on or after January 1, 1984:

Hydrocarbons= $140(0.92)^{rPR}$  grams/kilonewtons rO.

(e) Smoke exhaust emissions from each gas turbine engine of the classes specified below shall not exceed:

(1) Class TF of rated output less than 26.7 kilonewtons manufactured on or after (one year from date of publication):

$SN=83.6(ro)^{-0.274}$  (ro is in kilonewtons) not to exceed a maximum of  $SN=50$ .

(2) Classes T3, T8, TSS and TF of rated output equal to or greater than 26.7 kilonewtons manufactured on or after January 1, 1984:

$SN=83.6(ro)^{-0.274}$  (ro is in kilonewtons) not to exceed a maximum of  $SN=50$ .

(3) Class TP of rated output equal to or greater than 1,000 kilowatts manufactured on or after January 1, 1984:

$SN=187(ro)^{-0.168}$  (ro is in kilowatts)

(f) The standards set forth in paragraphs (a), (b), (c), (d), and (e) of this section refer to a composite gaseous emission sample representing the operating cycles set forth in the applicable sections of subpart G of this part, and exhaust smoke emissions emitted during operations of the engine as specified in the applicable sections of subpart H of this part, measured and calculated in accordance with the procedures set forth in those subparts.

[47 FR 58470, Dec. 30, 1982, as amended at 49 FR 31875, Aug. 9, 1984; 62 FR 25365, May 8, 1997]

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EFFECTIVE DATE NOTE: At 62 FR 25365, May 8, 1997, § 87.21 was amended by revising paragraphs (d) and (e)(3), effective July 7, 1997. For the convenience of the user, the superseded text is set forth as follows:

### § 87.21 Standards for exhaust emissions.

\* \* \* \* \*

(d) Gaseous exhaust emissions from each new commercial aircraft gas turbine engine that is manufactured on or after January 1, 1984, shall not exceed:

(1) Classes TF, T3, T8 engines equal to or greater than 26.7 kilonewtons rated output:

Hydrocarbons: 19.6 grams/kilonewton r0.

(2) Class TSS:

Hydrocarbons=140(0.92)<sup>rPR</sup> grams/kilonewton r0.

(e) \* \* \*

(3) Class TP of rated output equal to or greater than 1,000 kilowatts manufactured on or after January 1, 1984:

SN=187(ro)<sup>-168</sup> (ro is in kilowatts)

\* \* \* \* \*

## Subpart D—Exhaust Emissions (In-use Aircraft Gas Turbine Engines)

### § 87.30 Applicability.

The provisions of this subpart are applicable to all in-use aircraft gas turbine engines certified for operation within the United States of the classes specified beginning on the dates specified.

### § 87.31 Standards for exhaust emissions.

(a) Exhaust emissions of smoke from each in-use aircraft gas turbine engine of Class T8, beginning February 1, 1974, shall not exceed: Smoke number of 30.

(b) Exhaust emissions of smoke from each in-use aircraft gas turbine engine of class TF and of rated output of 129 kilonewtons thrust or greater, beginning January 1, 1976, shall not exceed:

SN=83.6(r0)<sup>-0.274</sup> (r0 is in kilonewtons).

(c) The standards set forth in paragraphs (a) and (b) of this section refer to exhaust smoke emissions emitted during operations of the engine as specified in the applicable section of subpart H of this part, and measured and calculated in accordance with the procedures set forth in this subpart.

[47 FR 58470, Dec. 30, 1982, as amended at 48 FR 2718, Jan. 20, 1983]

## Subparts E–F [Reserved]

## Subpart G—Test Procedures for Engine Exhaust Gaseous Emissions (Aircraft and Aircraft Gas Turbine Engines)

### § 87.60 Introduction.

(a) Except as provided under § 87.5, the procedures described in this subpart shall be the test program to determine the conformity of new aircraft gas turbine engines with the applicable standards set forth in this part.

(b) The test consists of operating the engine at prescribed power settings on an engine dynamometer (for engines producing primarily shaft power) or thrust measuring test stand (for engines producing primarily thrust). The exhaust gases generated during engine operation are sampled continuously for specific component analysis through the analytical train.

(c) The exhaust emission test is designed to measure hydrocarbons, carbon monoxide, carbon dioxide, and oxides of nitrogen concentrations, and to determine mass emissions through calculations during a simulated aircraft landing-takeoff cycle (LTO). The LTO cycle is based on time in mode data during high activity periods at major airports. The test for propulsion engines consists of at least the following four modes of engine operation: taxi/idle, takeoff, climbout, and approach. The mass emission for the modes are combined to yield the reported values.

(d) When an engine is tested for exhaust emissions on an engine dynamometer or test stand, the complete engine shall be used with all accessories which might reasonably be expected to influence emissions to the atmosphere installed and functioning, if not otherwise prohibited by § 87.62(a)(2). Use of service air bleed and shaft power extraction to power auxiliary gearbox-mounted components required to drive aircraft systems is not permitted.

(e) Other gaseous emissions measurement systems may be used if shown to yield equivalent results and if approved in advance by the Administrator or the Secretary.

[47 FR 58470, Dec. 30, 1982, as amended at 49 FR 31875, Aug. 9, 1984; 62 FR 25366, May 8, 1997]

EFFECTIVE DATE NOTE: At 62 FR 25366, May 8, 1997, § 87.60 was amended by revising paragraph (c), effective July 7, 1997. For the convenience of the user, the superseded text is set forth as follows:

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\* \* \* \* \*

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(c) The exhaust emission test is designed to measure hydrocarbons, carbon monoxide and carbon dioxide concentrations, and to determine mass emissions through calculations during a simulated aircraft landing-takeoff cycle (LTO). The LTO cycle is based on time in mode data during high activity periods at major airports. The test for propulsion engines consists of at least the following four modes of engine operation: Taxi/idle, takeoff, climbout, and approach. The mass emission for the modes are combined to yield the reported values.

\* \* \* \* \*

### § 87.61 Turbine fuel specifications.

For exhaust emission testing, fuel meeting the specifications listed in this section shall be used. Additives used for the purpose of smoke suppression (such as organometallic compounds) shall not be present.

#### *Property and Allowable Range of Values*

Density kg/m<sup>3</sup> at 15 °C: 780–820.  
Distillation temperature, °C: 10% boiling point, 155–201; final boiling point, 235–285.  
Net heat of combustion, MJ/kg: 42.86–43.50.  
Aromatics, volume %: 15–23.  
Naphthalenes, volume %: 1.0–3.5.  
Smoke point, mm: 20–28.  
Hydrogen, mass %: 13.4–14.1.  
Sulfur, mass %: less than 0.3%.  
Kinematic viscosity at -20 °C, mm<sup>2</sup>/s: 2.5–6.5.

[62 FR 25366, May 8, 1997]

EFFECTIVE DATE NOTE: At 62 FR 25366, May 8, 1997, § 87.61 was revised, effective July 7, 1997. For the convenience of the user, the superseded text is set forth as follows:

### § 87.61 Turbine fuel specifications.

For exhaust emission testing, fuel meeting the specifications listed below shall be used. Additives used for the purpose of smoke suppression (such as organometallic compounds) shall not be present.

#### *Property and Allowable Range of Values*

Specific gravity at 15 °C: 0.78–0.82.  
Distillation temperature, °C: 10% boiling point, 160–201; final boiling point, 240–285.  
Net heat of combustion, kJ/kg: 42,860–43,500.  
Aromatics, volume %: 15–20.  
Naphthalenes, volume %: 1.0–3.0.  
Smoke point, mm: 20–28.  
Hydrogen, mass %: 13.4–14.0.  
Sulfur, mass %: less than 0.3%.  
Kinematic viscosity at -20 °C, mm<sup>2</sup>/s: 4.0–6.5.

[49 FR 41002, Oct. 18, 1984]

### § 87.62 Test procedure (propulsion engines).

(a)(1) The engine shall be tested in each of the following engine operating modes which simulate aircraft operation to determine its mass emission

rates. The actual power setting, when corrected to standard day conditions, should correspond to the following percentages of rated output. Analytical correction for variations from reference day conditions and minor variations in actual power setting should be specified and/or approved by the Secretary:

Mode	Class		
	TP	TF, T3, T8	TSS
Taxi/idle .....	( <sup>1</sup> )	( <sup>1</sup> )	( <sup>1</sup> )
Takeoff .....	100	100	100
Climbout .....	90	85	65
Descent .....	NA	NA	15
Approach .....	30	30	34

<sup>1</sup> See paragraph (a)(2) of this section.

(2) The taxi/idle operating modes shall be carried out at a power setting of 7% rated thrust unless the Secretary determines that the unique characteristics of an engine model undergoing certification testing at 7% would result in substantially different HC and CO emissions than if the engine model were tested at the manufacturers recommended idle power setting. In such cases the Secretary shall specify an alternative test condition.

(3) The times in mode (TIM) shall be as specified below:

Mode	Class		
	TP	TF, T3 or T8	TSS
Taxi/idle (minutes) .....	26.0	26.0	26.0
Takeoff .....	0.5	0.7	1.2
Climbout .....	2.5	2.2	2.0
Descent .....	N/A	N/A	1.2
Approach .....	4.5	4.0	2.3

(b) Emissions testing shall be conducted on warmed-up engines which have achieved a steady operating temperature.

[47 FR 58470, Dec. 30, 1982, as amended at 62 FR 25366, May 8, 1997]

EFFECTIVE DATE NOTE: At 62 FR 25366, May 8, 1997, § 87.62 was amended by revising paragraph (a)(2), effective July 7, 1997. For the convenience of the user, the superseded text is set forth as follows:

### § 87.62 Test procedure (propulsion engines).

(a) \* \* \*

(2) The taxi/idle operating modes shall be carried out at a power setting of 7% rated thrust unless the Secretary determines that the unique characteristics of an engine model undergoing certification testing at 7% would result in substantially different HC emissions than if the engine model were tested at the manufacturers recommended idle

power setting. In such cases the Secretary shall specify an alternative test condition.

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**§ 87.63 [Reserved]**

**§ 87.64 Sampling and analytical procedures for measuring gaseous exhaust emissions.**

The system and procedures for sampling and measurement of gaseous emissions shall be as specified by Appendices 3 and 5 to International Civil Aviation Organization (ICAO) Annex 16, Environmental Protection, Volume II, Aircraft Engine Emissions, Second Edition, July 1993, which are incorporated herein by reference. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. These materials are incorporated as they exist on the date of the approval and a notice of any change in these materials will be published in the FEDERAL REGISTER. Frequent changes are not anticipated. Copies may be inspected at U.S. EPA, OAR, 401 M Street, Southwest, Washington, DC 20460, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington DC. Copies of this document can be obtained from the International Civil Aviation Organization (ICAO), Document Sales Unit, P.O. Box 400, Succursale: Place de L'Aviation Internationale, 1000 Sherbrooke Street West, Suite 400, Montreal, Quebec, Canada H3A 2R2.

[62 FR 25366, May 8, 1997]

**Effective Date Note:** At 62 FR 25366, May 8, 1997, § 87.64 was revised, effective July 7, 1997. For the convenience of the user, the superseded text is set forth as follows:

**§ 87.64 Sampling and analytical procedures for measuring gaseous exhaust emissions.**

The system and procedures for sampling and measurement of gaseous emissions shall be as specified by appendices 3 and 5 to ICAO Annex 16, Volume II, Aircraft Engine Emissions, First Edition, June 1981, which are incorporated herein by reference. This document can be obtained from the International Civil Aviation Organization, P.O. Box 400, Succursale: Place de L'Aviation Internationale, 1000 Sherbrooke Street West, Montreal, Quebec, Canada H3A 2R2 at \$3.00 per copy. It is also available for inspection at the Office of the Federal Register Information Center, 800 North Capitol Street, NW., suite 700, Washington, DC. This incorporation by reference was approved by the Director of the Federal Register on September 3, 1982. These materials are incorporated as they exist on the date of the approval and a notice of any change in these materials will be published in the FEDERAL REGISTER. Frequent changes are not anticipated.

**§§ 87.65—87.70 [Reserved]**

**§ 87.71 Compliance with gaseous emission standards.**

Compliance with each gaseous emission standard by an aircraft engine shall be determined by comparing the pollutant level in grams/kilonewton/thrust/cycle or grams/kilowatt/cycle as calculated in § 87.64 with the applicable emission standard under this part. An acceptable alternative to testing every engine is described in Appendix 6 to International Civil Aviation Organization (ICAO) Annex 16, Environmental Protection, Volume II, Aircraft Engine Emissions, Second Edition, July 1993, which is incorporated herein by reference. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. These materials are incorporated as they exist on the date of the approval and a notice of any change in these materials will be published in the FEDERAL REGISTER. Frequent changes are not anticipated. Copies may be inspected at U.S. EPA, OAR, 401 M Street, Southwest, Washington, DC 20460, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. Copies of this document can be obtained from the International Civil Aviation Organization (ICAO), Document Sales Unit, P.O. Box 400, Succursale: Place de L'Aviation Internationale, 1000 Sherbrooke Street West, Suite 400, Montreal, Quebec, Canada H3A 2R2. Other methods of demonstrating compliance may be approved by the Secretary with the concurrence of the Administrator.

[62 FR 25366, May 8, 1997]

**EFFECTIVE DATE NOTE:** At 62 FR 25366, May 8, 1997, § 87.71 was revised, effective July 7, 1997. For the convenience of the user, the superseded text is set forth as follows:

**§ 87.71 Compliance with gaseous emission standards.**

Compliance with each gaseous emission standard by an aircraft engine shall be determined by comparing the pollutant level in grams/kilonewton/thrust/cycle or grams/kilowatt/cycle as calculated in § 87.64 with the applicable emission standard under this part.

**Subpart H—Test Procedures for Engine Smoke Emissions (Aircraft Gas Turbine Engines)**

**§ 87.80 Introduction.**

Except as provided under § 87.5, the procedures described in this subpart shall be the test program to determine the conformity of new and in-use gas turbine engines with the applicable standards set forth in this part. The test is essentially the same

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as that described in §§ 87.60 through 87.62, except that the test is designed to determine the smoke emission level at various operating points representative of engine usage in aircraft. Other smoke measurement systems may be used if shown to yield equivalent results and if approved in advance by the Administrator or the Secretary.

### § 87.81 Fuel specifications.

Fuel having specifications as provided in § 87.61 shall be used in smoke emission testing.

### § 87.82 Sampling and analytical procedures for measuring smoke exhaust emissions.

The system and procedures for sampling and measurement of smoke emissions shall be as specified by Appendix 2 to International Civil Aviation Organization (ICAO) Annex 16, Volume II, Environmental Protection, Aircraft Engine Emissions, Second Edition, July 1993, which are incorporated herein by reference. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. These materials are incorporated as they exist on the date of the approval and a notice of any change in these materials will be published in the FEDERAL REGISTER. Frequent changes are not anticipated. Copies may be inspected at U.S. EPA, OAR, 401 M Street, SW., Washington, DC 20460, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. Copies of this document can be obtained from the International Civil Aviation Organization (ICAO), Document Sales Unit, P.O. Box 400, Succursale: Place de L'Aviation Internationale, 1000 Sherbrooke Street West, Suite 400, Montreal, Quebec, Canada H3A 2R2.

[62 FR 25366, May 8, 1997]

EFFECTIVE DATE NOTE: At 62 FR 25366, May 8, 1997, § 87.82 was revised, effective July 7, 1997. For the convenience of the user, the superseded text is set forth as follows:

### § 87.82 Sampling and analytical procedures for measuring smoke exhaust emissions.

The system and procedures for sampling and measurement of smoke emissions shall be as specified by Appendix 2, Volume II, Aircraft Engine Emissions to ICAO Annex 16, Aircraft Engine Emissions, First Edition, June, 1981. This document can be obtained from the International Civil Aviation Organization, P.O. Box 400, Succursale: Place de L'Aviation Internationale, 1000 Sherbrooke Street West, Montreal, Quebec, Canada H3A 2R2 at \$3.00 per copy. It is also available for inspection at the Office of the Federal Register Information Center, 800 North Capitol Street, NW., suite 700, Washington, DC. This incorporation by reference was approved by the Director of the Federal Register on September 3, 1982. These materials are incorporated as they exist on the date

of the approval and a notice of any change in these materials will be published in the FEDERAL REGISTER. Frequent changes are not anticipated.

### §§ 87.83—87.88 [Reserved]

### § 87.89 Compliance with smoke emission standards.

Compliance with each smoke emission standard shall be determined by comparing the plot of SN as a function of power setting with the applicable emission standard under this part. The SN at every power setting must be such that there is a high degree of confidence that the standard will not be exceeded by any engine of the model being tested. An acceptable alternative to testing every engine is described in Appendix 6 to International Civil Aviation Organization (ICAO) Annex 16, Environmental Protection, Volume II, Aircraft Engine Emissions, Second Edition, July 1993, which is incorporated herein by reference. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. These materials are incorporated as they exist on the date of the approval and a notice of any change in these materials will be published in the FEDERAL REGISTER. Frequent changes are not anticipated. Copies may be inspected at U.S. EPA, OAR, 401 M Street, Southwest, Washington, DC 20460, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC. Copies of this document can be obtained from the International Civil Aviation Organization (ICAO), Document Sales Unit, P.O. Box 400, Succursale: Place de L'Aviation Internationale, 1000 Sherbrooke Street West, Suite 400, Montreal, Quebec, Canada H3A 2R2.

[62 FR 25366, May 8, 1997]

EFFECTIVE DATE NOTE: At 62 FR 25366, May 8, 1997, § 87.89 was revised, effective July 7, 1997. For the convenience of the user, the superseded text is set forth as follows:

### § 87.89 Compliance with smoke emission standards.

Compliance with each smoke emission standard shall be determined by comparing the plot of SN as a function of power setting with the applicable emission standard under this part. The SN at every power setting must be such that there is a high degree of confidence that the standard will not be exceeded by any engine of the model being tested. The level of confidence required, a practical interpretation of the requirement for total compliance, and a testing program to assure compliance will be established by the Secretary prior to January 1, 1984, and shall be approved by the Administrator.